

HAWAIIAN GAZETTE

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WALTER G. SMITH, Editor.

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CHARLES S. CRANE, Manager.

TUESDAY : : : : : JUNE 26

NEW PHASES CREATED.

That the Superintendent of Public Works should consent to the dismissal of Inspector Patterson is surprising. It looks like having an antagonist in a duel arrested to escape his fire. What the public will ask now, louder than ever, is what the officials of the Department of Public Works expect as qualifications for an inspector. Is it a dummy or an imbecile that will best serve their purposes? The office of inspector in any service is generally supposed to require, first of all, the requisite knowledge of the thing to be inspected. If Patterson did not possess this qualification, then why did the Department appoint him? Then an inspector is popularly regarded as one who shall faithfully examine whatever it is he is given to inspect and honestly to report upon his examinations to the proper authority. Also, it has been thought that inspectors of public works in this Territory held certain mandatory powers, whereby between reports above they might compel the performance of work according to plans and specifications, or even when necessary stop operations until the paramount authority ordered them resumed.

Inspector Patterson filled the bill, according to the popular estimate of inspectorial duties and powers, by reporting a dangerous condition of things in the construction of the Nuuanu dam. Not only to his superiors in the Department of Public Works did he make such a report, but to the Governor and, after the former had taken some exceptions to his findings, to the public through the press.

At this particular stage of the game, when an expert investigation is shortly to be made, the time seems inopportune, at the least, for Patterson's dismissal.

Mr. Patterson, in a statement appearing in this issue of the Advertiser, however, puts the Department in a worse light even than his dismissal places it. He states that the work condemned by him, upon which the awaited investigation is to be held, is being covered up. This is almost incredible. If there is no mistake about it, Governor Carter will not fail of public support if he steps into the breach, positively, and stop all nonsense.

THE NEW HEALTH ORDINANCE.

Anyone who knows of the conditions in Chinatown before it was swept by fire, during the epidemic of 1899-1900, need not be told of the utter defiance of sanitary theories which the average Asiatic practices in his domestic habits. Some of the discoveries of pest-breeding nuisances upon living premises made by the quarantine guards on that occasion were of a nature unbelievable without the evidence of sight and smell. Although the rebuilt Chinatown, with the before unknown benefit of sewerage, presents a vast improvement upon the former state of affairs, yet constant and strict vigilance has been found necessary to maintain anything like efficient sanitary control over the section. Indeed, certain conditions there have been almost as baffling as those of the former Chinatown, and in this class are some for which the Board of Health's power of regulation is inadequate.

Nothing but legislation amendatory of the building laws will complete all the remedial authority required. Regulations of the Board can only deal with actual nuisances. Conditions merely contributory to deleterious nuisance are beyond its reach until nuisance is traced directly thereto. Thus if the air space regulations for outdoor distances between, and inside dimensions of, buildings are observed in the letter the Board cannot prevent the crowding of yards to the limit with domiciles liable to become foul and the creation of alleysways likely to become pestilential. It is only when the former have become foul and the latter pestilential that the health authorities can interfere with them under the regulations already provided. There was a good bill for the prevention of insanitary construction before the last Legislature, which, after being amended with the assistance of citizens publicly invited to conference with the House Committee, was killed.

It was upon plain evidence of positive nuisance existing in the custom of Asiatic provision and fruit store keepers to live and sleep in rooms communicating with their stores, and even within the very retail storerooms themselves, that the Board of Health deemed it a case within its statutory powers of enforcing regulations having force of law. Governor Carter, upon a presentation of the facts to him, has promptly decided to ratify the regulation. No doubt it will prove a great inconvenience and in some instances no slight hardship to many of the food and fruit hawkers to comply with it. Yet the protection of the public health is of paramount importance as compared with the convenience and comfort of any class. A period of thirty days is reasonably allowed all those affected by the regulation to put their houses in order.

Governor Carter is to be congratulated on the favorable position of the Lighthouse expenses refund bill, which is due largely to his personal exertions. The Territory has congratulations coming likewise, for twenty-three thousand dollars and odd make a snug government realization.

Three welcome and aloha to Commodore Sinclair and his gallant yacht Larline, the first to round the finish mark in the initial race for the Hawaiian cup. The Commodore is such an old friend that his success is really occasion for making his reception a "welcome home."

Mainland financial experts are expressing cheerful views of business prospects for the harvest season now being entered. With sugar holding its own while the Hawaiian crop is nearly marketed, this Territory ought to expect a fair share of the nation's good times.

That boycott fund is giving the local Chinese a lot of trouble. Their nerve in raising money under the American flag for a purpose hostile to American commerce is the most interesting phase of the whole matter to lookers-on.

Maui ought to be called the "Merry Isle." With it, in number and variety of indoor and outdoor diversions, at all seasons, crowded upon the calendar's fleeting film, no other island can compete.

Having receded into its shell of secrecy, how is the Chamber of Commerce going to impress its stamp upon the coming Legislature, through the elections, as J. F. Morgan lately urged it must do?

Cuba sends annually more than a million dollars' worth of bananas to the Atlantic coast markets. Hawaii ought to be able to sell at least half a million dollars' worth on the Pacific coast.

Silence is anything but golden when a call has been made for expressions of public opinion upon matters of needed legislation to be discussed by the people at the polls.

Honolulu is hit hard by the diverting of the Korea's passengers to the northern lines through the waterfront strike tie-up of that steamer.

NEW MANAGER FOR KOHALA

Henry Deacon, manager of Kohala plantation, recently transferred his residence on account of ill health.

The resignation was accepted by the directors yesterday, and O. C. Watt, formerly head lums at Waialeale plantation, was appointed to succeed him. O. C. Watt is a brother of John Watt, manager of Oahu plantation.

LYON STEPS OUT.

As also yesterday Admiral Henry W. Lyon stepped out of the harbor and

A PEDAGOG QUESTIONS THE TEACHING METHODS

What is the matter with the methods of instruction in the common schools of the Territory of Hawaii? Is, in brief, the substance of a series of questions propounded to the Department of Education by teacher M. J. Soares of the Pahoa, Hawaii, school. In a letter to the Department of Education this country-side pedagog complains that the pupils in the schools do not understand book language and are unable to grasp its meaning, although they do well enough in the school room when it comes to reading line by line.

The letter was submitted to the Board of Commissioners of the Department of Education at its meeting yesterday afternoon and was filed without any action or notice being taken of the communication. The commissioners thought the letter was vague and ambiguous and they were at a loss to know just what Pedagog Soares was driving at. The letter was as follows:

Pahoa, June 17, 1906.

To the Supt. of Public Instruction, Honolulu.

Dear Mr. Babbitt:

Enclosed herewith, please find my report for term ending June 15, 1906.

I hereby beg leave to say, that if you can find time to give me a hearing, I shall show you that the pupils in the common schools of Hawaii, are not being properly taught.

Among other things, I will show:

1. That pupils do not read naturally.

2. That they do not understand what they read about.

3. That they cannot substitute nouns for pronouns in their reading lessons.

4. That punctuation is not receiving the attention its importance demands.

5. That pupils cannot use words in sentences of their own making in the sense that they are used in the lesson.

6. That no effort is made to ascertain whether or not a pupil understands the language of problems in arithmetic.

Hoping to receive a favorable reply, I remain,

Your humble servant,

M. J. SOARES,

Pahoa, Hawaii.

A petition of residents in the vicinity of the school presided over by a Mr. Swain on Hawaii, that he be dismissed, was practically consigned to the waste basket. Although the matter was, formally, set over for Inspector King's attention on Hawaii, for a report, yet the commissioners are of the opinion that the complaint does not warrant action at all.

A letter from F. A. Richmond, principal of the Hilo High school, was received relative to a request that the Masons of Hilo be permitted to lay the corner stone of the new Hilo High School. Superintendent Babbitt rang up Governor Carter to ascertain his views on the subject. That official said that if the request came from the Masons it would be all right. Mr. Richmond will be informed of this view of the matter by the next mail.

A request of Mrs. Mokumala to use the Moanalua school for a night school was granted.

The following recommendations from the Teachers' Committee were acted upon favorably:

That applications of Mrs. A. M. Mann, Miss Kinney, Miss Boswell, Mr. Brightwell, Mrs. Wong, Mrs. Macdonald, Mr. Mookini, be placed on file.

That life diploma be granted Miss Clapp.

That Miss de Carmo be granted leave of absence for the fall term.

That resignations of Mrs. Clement and Miss Harriet Coan be accepted.

Requests of Mrs. Mesick and W. L.

Clark, be placed on file.

That Miss Yoder and Miss Gault, be notified of arrangements for next year.

That honorary life certificates for Mr. and Mrs. Amala be granted.

The following circular letter from San Francisco was received:

May 21st, 1906.

To State Superintendents:

Almost immediately upon the news of the great catastrophe which befell San Francisco on the 18th of April, 1906, the Superintendent of Schools received the following telegram from Galveston, Texas:

"A. Roncovieri, Supt. Public Schools, San Francisco, Cal.

"Galveston public schools were rebuilt and maintained after the storm of 1900 by voluntary contributions from the school children of the United States. Will you accept contributions from Galveston school children to aid in restoring your public schools?" Answer.

"I. LOVENBERG,

"Supt. of Schools.

"JNO. W. HOPKINS,

"Prest. School Board."

We are also in receipt of donations and advices concerning other gifts which are being raised, accompanied by resolutions of sympathy, from Appleton, Wis., Boston, Mass., Broken Arrow, Creek Nation, Indian, Tex., Cleveland, Ohio, Chicago, Ill., Cincinnati, Ohio, Detroit, Mich., Indianapolis, Ind., Milford and Wilton, N. H., New York City, Spokane, Wash., Sacramento, Cal., Santa Barbara, Cal., Tipton, Ind.

The destruction of 34 school buildings to replace which will cost about \$5,000,000 and the consequent lack of employment for the teachers who taught therein, led us to accept these proffered donations to be devoted exclusively to a Reconstruction Fund for the rebuilding of our schools. We do not desire to seem to beg, but the finances of the city of San Francisco will be strained to the utmost and it would be a considerable time before we, unaided, could hope to replace our schools. It is our purpose, wherever the contributions from a given state reach a sufficient amount to construct a building to name that building after the state giving the money. In any event tablets showing the source from which the building fund came will be placed upon the buildings and it will doubtless be a matter of pride for the rising generation in their visits to our new and more glorious San Francisco to visit the building which stands as a monument to their generosity and sympathy.

Should you desire through your official position to make known to the school officials of your State that these contributions are being received and devoted to the above purpose in San Francisco, we shall be under a debt of gratitude to you which we have no hesitancy in incurring because of the noble use to which such gifts will be put.

All communications and drafts should be addressed and made out to Alfred Roncovieri, Superintendent of Schools, San Francisco, Cal.

A. RONCOVIERI,

Supt. Common Schools.

As the schools of Hawaii have closed for the summer the matter cannot now be submitted to the pupils. The statement was made that the school department could not take hold of the matter as it is quite short of funds anyhow. If any school wished to take up the matter, the commissioners saw no reason why they should not go ahead, although it is known that in most districts the pupils have little to give to such purposes.

SECOND YACHT IN IS THE ANEMONE

(Continued from Page 1.)

Amid the luxurious surroundings of the Anemone, down in the cabin where Mr. Tutt and his company foregathered during the trip, the guests were given a royal welcome. Before the Honolulu folks went aboard they threw a small cake of ice on board, which was caught deftly by a sailor and sent down to the steward's domain. When the guests were escorted to the main cabin, they found a table covered with glasses and the yachtsman's favorite beverage flanking them. Then came in a bowl of cracked ice, the Honolulu ice which came aboard just in time, for the cold stuff had given out some days previously and in full glasses the health of the owner and his guests and the "Anemone for second place" were drunk. A reply was made over more brimming glasses and the owner and his guests were greeted with "Aloha."

The Honoluluans stood in amazement in that beautiful cabin. As wide as the ship itself, its sides were paneled in damask and polished wood. One could hardly believe he was in a cabin aboard a vessel. The staterooms are beautiful affairs, looking more like rooms in an apartment house, a flat for instance.

The dorms are adorned with the words, "Anemone IV" and the ship's bell bears the same description. There was considerable jesting about the words "Anemone, Denver" on the stern of the small boats. Denver is a far inland town, thousands of miles from deep water and sea-water at that. "Never mind," said one of the owner's guests, "we have Cherry Creek running through the city of Denver. Anyway, the Anemone is one of the first vessels to have a prairie and mountain city for a home port, but Denver is all right."

The yacht was towed in by the Waterwitch and anchored alongside the Larline. No sooner was her mud-hull down than a quainter club went aboard and treated the yachtsmen to their first taste of Hawaiian music.

A large crowd watched the little vessel enter the harbor and go to her moorings, and her unusual rig, unusual for these waters, was the subject of much comment.

Around the Anemone, beside a crew of ten men, were C. L. Tutt of Colorado Springs, who is the owner of the yacht; his thirteen-year-old boy, Thayer; Professor Ahlers of Colorado Springs; and Judge E. C. Stimson.

Mr. Charles Tutt, owner of the Anemone, is a resident of Colorado Springs and Denver, Colorado. He is largely interested in mines in the Cripple Creek region, and in big reduction works in the state. He has been a resident of the state of Colorado for many years and there laid the foundation for the fortune which puts him in the class of millionaires. He has a home in Southern California and for that reason his fine yacht was brought around the Horn into the Pacific; for his use while residing in the Golden State. According to the members of his party, "Charles is one of the jolliest fellows that ever donned a yachting cap," and that is saying some. Mr. Tutt strode his quarterdeck yesterday attired in a suit of flannel, the sleeves being bordered with lighter chevrons at the cuffs. He wore a yachting cap. His young son, Thayer, was attired in a sailor costume of white duck. The little fellow is starting on the life of an amateur yachtsman from the bottom of the ratlines. "He's a lovely little chap," said one of the party, as the boat came up the channel. Young Tutt forgot all about ratlines, sails and cup trophies when the diving boys came alongside, for he immediately began pitching nickels to them.

Prof. Ahlers is professor of literature in the University of Colorado at Colorado Springs. He is an old-time friend of Owner Tutt and a genial, companionable soul. In white duck trousers and a blue serge coat and yachting cap, Prof. Ahlers looked like a Norse mariner. Judge Stimson, Mr. Tutt's other guest, is a jolly landlubber from Denver, a man of means and genial instincts. Mr. Stimson was a host of hosts when the Honolulu yachtsmen and press representatives went aboard and he evidently is just a sea-dog as one would say to a mariner.

Captain Lindberg, who commands the Anemone, is making his first trip to Hawaii. The only kick that he has coming is that the winds were too light to allow his boat to do itself a full measure of justice.

The Anemone is 95.5 ft. between perpendiculars, 31 ft. waterline, 12.5 ft. beam, 11 ft. draft and 12.5 ft. deep. She was designed by Mr. A. H. Brown and built by Messrs. Camper & Nicholson at Gosport, England, in 1899. She is a centerboard vessel built of wood, and is classed at Lloyds 18 AL. She has 15 tons of lead ballast on the keel, and 10 tons inside. The boat is very roomy below decks. Forward of the engine and boiler space is the owner's cabin, which extends the full width of the boat, and contains sofa, two wash-rooms, wash basin, toilet table, etc., and bed with drawers under. On the port side forward is a door opening into the bathroom. Just to starboard of this door is entered the passage which leads to the main saloon. On the starboard side of the passage is a staircase. Aft of the saloon on the starboard side is a stateroom, and on the port side a bed cabin; forward is a stateroom to starboard and the pantry to port. There is 6 ft. 10 in. headroom under beams in the cabins. In the forecabin there is ample accommodation for the crew. Her motive power consists of a quadruple expansion surface condensing engine with cylinders, 6 in. 8 in., 10 1/2 in. and 14 in. by 5 1/2 in. stroke, built by Simpson, Strickland & Co., of placet aft, and has 70 indicated horsepower. One vertical tubular boiler (Kingdon's patent), built in 1899 by Simpson, Strickland & Co., having 375 lbs. working pressure, tested up to 475 lbs. Has donkey engine. Buake's head ten tons. She consumes 18 cwt. per 24 hours. Her average speed is about 6 1/2 knots. Sails made by Ratsey & Laphorn in 1899. Water tanks hold eight tons. Carries a cutter, gaff, dory and launch.

The late John Murray Mitchell purchased the Anemone abroad, and she arrived at New York in the spring of 1902.

She is the largest yacht in the Eastern Pacific and the largest auxiliary yacht using steam power. Her ketch rig is novel, but is common in England.

LOCAL BREVITIES.

(From Saturday's Advertiser)

Rev. Hans Isenberg arrived from Kauai yesterday.

P. Maurice McMahon, Hawaii's rambling poet, is now sojourning in Santa Cruz, California.

Mr. and Mrs. G. W. R. King were passengers from San Francisco by the transport Thomas. They have been away on a vacation.

Aloha Tempie of the Mystic Shrine is planning an outing for its members at the home of the Potentate C. B. Cooper, to take place next Saturday.

J. P. Cooke, secretary of the Board of Immigration and manager of Alexander & Baldwin, departed last evening for Maui with his family for a two months' vacation.

(From Sunday's Advertiser)

The Falls of Clyde was to have sailed from Hilo today.

The A. H. S. C. Massachusetts arrived in Hilo on Friday.

Owing to the scarcity of labor at East Maui the Kipahulu plantation has posted notices offering work to children at a wage of from 35 to 40 cents a day.

Rev. Frank Fitz will deliver his farewell sermon to the Hawaiian congregation at the St. Andrew's Cathedral this morning. His resignation having been accepted to take effect on June 30.

Rev. Canon Ault, of Wailuku, will succeed him temporarily until the arrival of Rev. Edmund T. Simpson from Oregon.

(From Monday's Advertiser)

It was expected Pioneer mill would finish grinding on Saturday, with a crop of about 22,500 tons of sugar for 1906.

Sam Harris of Waihee died at the Malulani Hospital on Sunday evening of last week. He was one of the leaders of the Home Rule party and about sixty years of age.

Solomon Hale, leader of the Democratic party at Waihee, Maui, and a Hawaiian of considerable means and influence, dropped dead in his home on Monday last. He leaves a wife, one son and three grandchildren.

W. C. Borden, who died in Hilo last week, was well known in Honolulu. He had served on Federal juries here and he was a witness in the recent Brown-Spreckels trial in this city. Mr. Borden was a man of quiet and gentle manners.

Charles Hall of Waihee, Kauai, is in town.

A Japanese named Otani has been arrested on Kauai for distilling oleo-liso.

Supt. McVeigh reports a catch of about 7000 akule and also made at the Settlement last week.

The Kauai Shuho Sha Publishing Co., with a capital of \$2000, seeks incorporation to operate a Japanese newspaper business at Lihue, Kauai.

Mary and Carrie Crewes and Daisy and Helen Smith, young ladies employed in Government departments, are on Hawaii on vacation, letters from them saying they are having a fine time.

Bishop S. Jarlin, a Catholic prelate who has been stationed in the city of Peking for some time, is passing through on the Mongolia, en route to Rome. He is accompanied by his secretary-chaplain, Bishop Jarlin was in tow of Father Valentin yesterday and many places of interest were visited. The Bishop was tremendously pleased with the display of fishes at the Aquarium.

breadth, 11.6 ft. draft and 12.5 ft. deep. She was designed by Mr. A. H. Brown and built by Messrs. Camper & Nicholson at Gosport, England, in 1899. She is a centerboard vessel built of wood, and is classed at Lloyds 18 AL. She has 15 tons of lead ballast on the keel, and 10 tons inside. The boat is very roomy below decks. Forward of the engine and boiler space is the owner's cabin, which extends the full width of the boat, and contains sofa, two wash-rooms, wash basin, toilet table, etc., and bed with drawers under. On the port side forward is a door opening into the bathroom. Just to starboard of this door is entered the passage which leads to the main saloon. On the starboard side of the passage is a staircase. Aft of the saloon on the starboard side is a stateroom, and on the port side a bed cabin; forward is a stateroom to starboard and the pantry to port. There is 6 ft. 10 in. headroom under beams in the cabins. In the forecabin there is ample accommodation for the crew. Her motive power consists of a quadruple expansion surface condensing engine with cylinders, 6 in. 8 in., 10 1/2 in. and 14 in. by 5 1/2 in. stroke, built by Simpson, Strickland & Co., of placet aft, and has 70 indicated horsepower. One vertical tubular boiler (Kingdon's patent), built in 1899 by Simpson, Strickland & Co., having 375 lbs. working pressure, tested up to 475 lbs. Has donkey engine. Buake's head ten tons. She consumes 18 cwt. per 24 hours. Her average speed is about 6 1/2 knots. Sails made by Ratsey & Laphorn in 1899. Water tanks hold eight tons. Carries a cutter, gaff, dory and launch.

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June 11.—Crossed the line at 12, 100 ft. for Honolulu, T. H., with Mr. Tutt and Thayer Tutt (his son) and guests, Mr. Stimson and Professor Ahlers of Colorado Springs. The Larline leading, with La Paloma second. At 6 o'clock the Anemone takes the lead with a light breeze and gaining. At 12 p. m. passed the end of San Clemente. Fresh northwesterly wind and a choppy sea.

June 12.—Fresh breeze at 10 o'clock. Took in two topsails. Heavy sea. Distance at noon, 125 knots. Lat. 21.45 N., Long. 170.10 W. Carried 10 and two lower sails during the night.

June 13.—4 a. m. Set mizen-top-sail and balloon staysail. Distance at noon, 221 knots. Lat. 20.45 N., Long. 171.41 W. Steady wind in the afternoon with a heavy sea.

June 14.—Set 10-top-sail at 5 a. m. Took it in at 5 a. m. Set balloon 10-top-sail at noon, 233 knots. Lat. 20.11 N., Long. 171.14 W. Moderate breeze and a smooth sea p. m.

June 15.—Light winds and overcast.

Don't neglect your cough. Stop it at once and drive away all thought of consumption. Begin as early as possible—the sooner the better—to take

Ayer's Cherry Pectoral

the most effective remedy for coughs and colds of every kind and in every stage.

One of the most annoying coughs is a throat cough, where you have that constant tickling in your throat. It comes on worse at night, keeps you awake, and makes you have that smothered feeling in the chest. Ayer's Cherry Pectoral quiets the cough, makes breathing easy, and heals the lungs. There is no other remedy so surely to be relied on.

There are many substitutes and imitations. Beware of them and of so-called "Genuine Cherry Pectoral." Be sure you get AYER'S Cherry Pectoral.

Put up in large and small bottles.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., AGENTS.

BUSINESS CARDS.

S. A. SCHAEFER & CO.—Importers and Commission Merchants, Honolulu, Hawaiian Islands.

LEWERS & COOKE.—(Robert Lewers, T. J. Lowrey, C. M. Cooke.)—Importers and dealers in lumber and building materials. Office, 414 Fort St.

HONOLULU IRON WORKS CO.—Manufacturers of every description made to order.

HONOLULU STOCK EXCHANGE.

Honolulu, Monday, June 25, 1906.

NAME OF STOCK, Capital, Paid Up, Val., Bid., Ask.

MERCANTILE, C. BREWER & CO., SUGAR, 5,000,000 20 28 1/2 29 1/2

Haw. Agricultural, 1,250,000 100 115 115

Haw. Com. & Sugar Co., 2,312,750 100 79 1/2 80

Haw. Sugar Co., 2,000,000 100 35 35

Honolulu, 8,000,000 100 130 130

Honolulu, 8,000,000 100 11 12

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